ing gale, Was heard at the cottage door-Ol carry me back-Ol carry me back. To my mother's home once more.

Twas a youth who had left his mountain

home, He had wandered far and long: He had drained the coblet's fiery tide;
At the festal midnight throng.
But a dream of hope came over his heart, As he crept to the cottage door-O! carry me back-O! carry me back To my mother's home once more.

I have left the hall of the tempter's power, And the rovel wild and high-They cared not in their reckless mirth If I wandered alone to die. Doth the fire still burn on the household hearth,

By the elm tree old and hoar! Ol carry me back-Ol carry me back To my mother's home once more.

Like a weary bird that has wandered long, I will seek my mother's nest, And lay this aching head once more On my gentle mother's breast. Oace more will I seek the household hearth, By the elm tree old and hoar-Ol carry me back-Ol carry me back To my mother's home once more.

Why His Hair Turned White.

A rough looking man! Yes, perhaps I outside husk, no more than a horsechestnut or a huzelnut is. The kind of life I lead can't be lived in white kid gloves and dress coats. I wasn't brought up with many adwas telling you about me, was he, sir? He'd fury! better hold his tongue. There's more As profitable subjects of conversation than I down am. But old Jones means well enough, and if he told you to ask me how that stripe of reflect before I could resume my quest. white hair came on my black mane, I sin't And when at length I came out close to a the man to go back on him. Oh, you ruined wood and water station on the edge needn't beg my pardon, sir! I don't mind of the track, I knew that I was full half a talking about it now, though the time was mile below he White Blackbird.
when I couldn't speak of it without a big And in the distance I heard the long, lump coming in my throat.

We hadn't been married long, Polly and me, when it happened. Polly was as trim and bright eyed a slip of a girl as ever you'd wish to see. She was one of the waitresses in the Albany larch room; and the first time I ever set eyes upon her I made up my mind to make that girl my wife. So, when they raised my wages, I took heart and asked her if she would have them with me, with a wedding ring thrown into the bargain.

in the night.

"Then," said she, putting both her hands into mine. "I'll trust you. I've no living relative to advise me, so I can only take counsel with my heart."

So we were married. I rented a little one story house, under the hill on the height that overlooked the Hudson-a cozy place, with a good sized wood pile at the rear, for winter meant winter in those parts, and the snow used to be drifted up even with our door yard fence many and many a cold gray morning. And every thing went smooth until Polly began to object to my mates at the White Blackbird. and the Saturday evenings I spent with the side track at the junction.

"No," said Polly, "not a social glass, Jake, but the habit. And if you would spent for liquour into our little Bertie's that instant, the night express would have ground them into powder.

"Pshaw!" said I, "I'm not a drunkard, and I never mean to become one. And upon the night of that fearful snow storm.

no one likes to be presched to by his wife, Poliy. Remember that, my girl, and you'll save yourself a deal of trouble." I kissed her and went away. But that

was the beginning of the little, grave shadows that grew on my Polly's face, like a creeping fog over the hills, and that she has paper got rid of cines never got rid of since.

It was a sore point between us-what the politicians call a vexed question. I not only the vehicle of the cheaptwice, of a particularly, cold night, I let myself be persuaded into drinking something stronger than beer; and my brain wasn't the kind that could stand liquid fire with impunity. And Polly cried, and I lost my temper, and—well, I don't like to think of all these things now. Thank goodness, they are over and gone.

That afternoon, as I steed on on the back platform, with my arms folded and my eyes fixed on the snowy waste of flat fields through which the iron track seemed to extend itself like an endless black screent, I looked my own life in the face. I made up my mind that I had been behaving like

"What are these senseless fellows at the White Blackbird to me," muttered I, "as compared with one of Polly's sweet, bright looks? I will give the whole thing up. I'll draw the line just here now. We shall be off duty early to night. I'll go home and astonish Polly!"

But as night fell, the blinding drift of a great snow storm came with it. We were belated by the snow which collected on the rails, and when we reached Earldale there was a little girl who had been sent on in the care of the conductor, who must wait

I thought of my own little children. "I'll take her," said I-and litting her up, I gothered my coarse, warm coat about her, and I started for the long, cold walk under the whispering pines along the edge of the

I honestly believe she would have frozen read short tales of fiction; then to death if she had been left in the cold just before election time, he be-

station until the way train could call for her. And when I had left her safe in the charge of her aunt, I saw by the old kitchen time piece that it was ten o'clock.

"Polly will think I have slipped back in to the Slough of Despond," I said to my—
solf with a half smile: "but I'll give her."

gins to peep into politics, and even to read political speeches. Last of all he attacks foreign news.

By this time his curiosity is on most subjects excited, and he is self, with a half smile; "but I'll give her an agreeable surprise!"

Ploughing down amind the snowdrift through a grove of pine trees that edged a ravide at the back of my house, I sprang lightly on the door step; the door was shut and locked. I went around to the front. Here I effected an entrance, but the fire was dying on the hearth, and little Bertio

tucked up in his crib, called out:
"Papa, is that you?"
"Where is mamma, my son?" I asked, looking eagerly around at the desolate room.

"Gone out with the baby in her arms to look for you," he said. "Didn't you meet her, papa?"

I stood a minute in silence. "Lie still, Bertie," said I, in a voice that sounded strange and husky even to myself. "I will go and bring her back." And I thought, with dismay, of the blinding snow storm outside, the treacherous gorges which lay between there and the White Blackbird, the trackless woods through which it was difficult enough to find one's woy even in the sunshine of noonday, and—worst of all—the lonely track across which an express shot like a meteor a few minutes before midnight. Oh, heaven! what possible doom might 1 not have brought upon myself by the wretched possion in which I had gone away that morning!

The town clock, sounding dim and mufiled through the storm, struck eleven as I hurried down the hill. Eleven—and who knew what a length of time might clapse before I could find her? And like a fiery phantasmagoria befero my miad's eye, I beheld the wild rush of the midnight express, and dreaded-I knew not what. For all that I could realize was, that the storm vantages, and I'm only a brakeman on the was growing fiercer with every moment, Rensselaer & Saratoga line. Old Jones and Polly and the baby were out in its

As steadily as I could, I worked my way down toward the track, but more than one I became bewildered and had to stop and

shrill shrick of the midnight train. Some one else had heard it, too, for as I stood thus, I saw, faintly visible through the blinding snow, a shadowy figure issue from the ruined shed and come out upon the track, looking with a bewildered, uncertain air, up and down-the form of Polly, my wife, with the little baby in her arms!

I hurried down to her as fast as the rapidly increasing snowdrifts would let me, but it was only just in time to drag her from the place of peril, and stand, breath-"Do you really mean it, Jake?" said she, lessly holding her back, while the fiery looking me fully in the face, with those eyed monster of steam swept by with a dark blue eyes of hers, that are like skies rush and a rattle that nearly took away my breath.

"Polly!" I cried "Polly! speak to me!"
She turned her wandering gaze toward
me, with her vague eyes that seemed to scarcely recognize me.

"Have you seen my husband?" said she; "one Jacob Cotterel, brakeman on the local express?" "Polly! little womon! don't you know

me?" I gasped. "And I thought, perhaps," she added, vacantly, "you might have met him. It's very cold here, and -and -"

And then she fainted in my arms. The long, long brain fever that followel was a sort of death. There was a time man, and most likely after the boys, after my train was safely run on the when they told me she would never know close of the war, the large pot me again, but, thank God, she did. She became the property of his daugh-"Wby, Polly, girl," said I, "where's the harm? A man can't live by himself like an oyster in its shell, and a social glass beaven, I never will again. The baby, bless its dear little heart, wasn't in frontof a soldier on horseback. harmed at all. It lay snug and warm on Jano Newman became the wife its mother's breast all the while. But if of Benj. F. Foreman and she told only put every five cent piece that you I hadn't happened to be close by them at her son, Mr. David Foreman, the

And the white stripe came into my hair upon the night of that fearful snow storm.

That's how it happened, sir.

THE NEWSPAPER.—There is no book so instructive as the news-paper; no knowledge so necessary to be acquired as that which is gleaned from its columns. It is felt that Polly was always watching me; and I didn't wish to be put in leading strings by a woman. So—I shame to say it—I went to the White Blackbird oftener than ever, and I didn't often count the glasses of beer that I drank, and once or twice of a particularly cold sight. interesting, informing or pleasing almost every member of the family, especially where they live in the country, and see and hear but little that is new. In the course of the year, a well con-ducted paper conveys information on almost every subject, or at least excites curiosity and enquiry on all subjects. To know what is nearest to us in time and space is almost necessary, most pleasing and most instructive; and this kind of knowledge can only be obtained from newspapers. We would venture to affirm that there never was, and never will be, in a country situation, an ignorant family who takes a newspaper, as it is impossible that a family should not become in time well informed, provided they live sufficiently secluded to be thrown on the paper as a source of amuse-ment .The dullest child who hates either three or four hours for a way train in the cold and cheerless station, or be taken home across a snowy field by some steal up to a newspaper, read a marriage notice and an advertisement or two, and put it down. The next time probably he will become bolder and get through "a STARCH, white and be Sona, per pound horrible murder." Soon he will Tonacco, per pound

lured on to become a reading and well informed man. It is strange that any family, as a measure of economy, should be without a newspaper. Children see the world cheaply at home, in a newspaper, without the danger of bad association or the expense of travel Printer's News Letter.

THE SULPHUR SLAVES OF SI-CILY. -The sulph : extracted and brought to the currace by human beings, and, indeed, chiefly by children. Mrs. Brownings' "Cry of the Children" might have been written in the salphur mines of Sicily. Hundreds and hundreds of children, who have scarcely the form of human beings, are sent down the deep, slippory stairs into the muddy, watery depths. Here they are laden with as much material as they can sustain, and they must re-ascend with it on their backs, stumbling at every step, often falling back into the bottom of the pit with broken limbs or even dead. The elder ones, writes an eye witness, arrive at the pit's mouth shricking, the little ones crying and sobbing The mortality exceeds that of any other province of Italy; the statistics of the leva show an in-credible number of lame and deformed, and of young men of twenty-one totally unfit for military service.

A Colonial Rolic.

Mr. David Foreman, now near 74 years old, a resident of Aiken county, South Carolina, has in his possession an old pot, holding forty-one and a fourth gallons, which belonged to his grandfather. The latter was Mr. John Newman, a Colonial soldier, who lived near Silver Bluff, and was killed by a band of Tories. Some time during the Revolutionary war a man by the name of Mills, also a Colonial soldier, was at the residence of Mr. Newman, when a band of Tories were seen approaching. Escape seemed almost impossible, but leaving the house, Mills managed to reach a large oak tree of dense foliage, which he climbed, and where he concealed himself. The Tories finally came near the oak, shot down and dressed a beef, cooked it in this same pot, eat their dinner and left finally, much to the delight of the man up the tree. After the death of Mr. Newing her father brought home dead present owner of the pot, of its

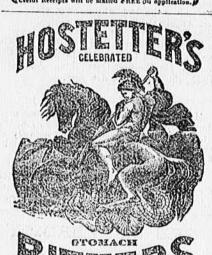
tionalist.	
WALHALLA PRICES CURR	FNT.
Apples-Dried, per pound	Sin Mary
Green, per bushel	100
BUTTER-Per pound	15@20
BEESWAX-Per pound	2
Beer-Per pound	4(0)7
Bacon - Dry salt shoulders " C. R. Sides	8(0)
" " C. R. Sides	9(0)10
S. C. hams, canvassed	14(0)15
Calico-Per yard Corree-Rio per pound	8(0)10
Corres-Rio per pound	20(0)25
" —Laguyra, per pound " —Java, per pound	20
C Dava, per pound	25(6)30
CANDLES - Adamantine, per set	20@25
" — Sperm, per pound CHICKENS AND FOWLS, per head COTTON—Per pound, middling, " — Yarn, per bunch COPPERASS—Per pound DECKS—Per head	30
Common Don words, per head	18(@20
Corrox—Per pound, midding,	93(16)10
Campage Danch	1.00
Drove Per bond	
- cons - continue	20@25
Ecos, per dozen	10@12
FLOUR, per sack, (98 pounds,)	3.50@4.00
Wind per pound	45
Gran per bushel	30
-Ryo per bushel	70
-Nye, per bushel	85
FEATHERS—Geese, per pound "—Mixed per pound GRAIN—Corn, per bushel, —Rye, per bushel —Outs, red, per bushel Iron—English refined, per pound "—Sweed, per pound	75
"-Sweed, per pound	41(0)
"-Band, per pound	
" Hoon, per pound	5(0)
"-Hoop, per pound Potware, per pound	12) 5(0)
LARD, per pound	1000101
Line, per barrel	10@121
LUMBER, per thousand feet	1.90
LEAD, per pound	10.00
Molasses, per gallen	40@60
Manden, per pound	25(@30
	4.00@0.00
Ontons, per bushel	1.00
Off, kerosene, per gallon	20(@25
Potatoes-Irish, per bushel	60@76
Rice, per pound	8005
Rice, per pound SALT—Liverpool, per sack	1.2
& SHIRTING, wholesalo	
retail	7
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4.4 Sheeting, wholesalo	
44 Sheeting, wholesalo	8.
Duor, per bound .	1.
SPIRITS TURPENTING, per callon	17
Soar, per pound Sugars — Crushed, per pound —A White, per pound	8(0)
Sugars-Crushed, per pound	12
-A White, per pound	10
-Extra C., per pound STARCH, white and blue, per pound	10
STARCH, white and blue, per poun-	d 61(0)
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On and after May 15th, 1881, Passenger Prains will run as follows until further potice: GREENVILLE EXPRESS.

GOING EAST, (DAILY EXCEPT SUNDAYS)
Leave Columbia 6 00 p m 6 00 p m 8 45 p m 10 45 p m Arrive Camden Arrive Charleston Going West, (DAILY EXCEPT SUNDAYS.)
Leave Charleston 6 00 a m 6 00 a m Leave Camden Arrive Columbia

Arrivo Condition AND FAST TRAINS.

GOING EAST (DAILY EXCEPT SUNDAYS.)

Leave Columbia *0 30 a m

Arrivo Camden 12 49 p m

Arrivo Augusta 3 20 p m

Arrivo Augusta 1 55 p m GOING WEST (DAILY EXCEPT SUNDAYS.)
Leave Charleston *9 05 a m *9 05 a m 7 55 a m 5 30 p m Leave Augusta Arrive Columbia *Passengers leaving Columbia or Charleston

on these trains have to change care at Branch-ville to reach Charleston at 155 p m or Co-ibia at 530 p m. NIGHT EXPRESS TRAINS.

GOING EAST DAILY.
Licave Columbia 9 00 p m 7 25 a m 6 35 a m Arrive Augusta Arrive Charleston Arrivo Charleston
GOING WEST DAILY.

Leave Charleston
R 10 p m
7 00 p m Leavo Augusta Arrive Columbia 5 30 a m On Columbia Division Night Express Trains run daily; all other Trains daily except Sunday On Augusta Division all Passenger Trains

run daily.

Sleeping Cars are attached to Night Lapress Trains—berths only \$1.50 between Columbia, Charleston and Augusta.

On Saturdays and Sindays round trip tickets are sold to and from all stations at one first class fure for the round trip, good till Monday noon to return. Regular excursion tickets, good for ten days, are sold at six cents per mile to and from all stations.

days, are sold at six cents per mile to and from all stations.
Connections made at Columbia with Columbia & Greenville Railroad and Charlotte, Columbia & Augusta Railroad at Charlotte Junction, by train arriving at Columbia at 10.85 a m and leaving Columbia at 6.00 p m to and from all points on both roads; at Charleson with steamers for New York on Wednesdays and Saturdays; also with steamers for Jacksonville and all points on St. John's River, and with Savannah and Charleston Railroad to all points South.
Connections are made at Augusta with the

Connections are made at Augusta with the Georgia Railroad and Central Railroad to and from all points West and South. Through lickets can be purchased to all points South and West by applying to

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Charleston; with Wilmington, Columbia & Augusta Railroad for Wilmington and the North; with Charlotte, Columbia and Augusta Railroad for Charlotte and the Narth.

G-With Asheville and Spartanburg Railroad from Hendersonville.

II— With Richmond and Danville Rail-

Columbia and Greenville Railroad

COLUMBIA, S. C., May 80, 1881.
On and after Wedbesdoy, June 1st, 1881, the Passenger Trains will run as herewith indicated upon this road and its

NO. 43 DOWN PASSENGER.

SPARTANBURG, UNION & COLUM-

BIA RAILROAD.

NO 42 UP PASSENGER.

B-Spartanburg S., U &C. Depot 8 40 p m

E-Spartaburg R & D. Depot 4 10 p mi

NO. 43 DOWN PASSENGER.

H-Leave S., R. & D. Depot 11 15 a mi

DAURENS RAILROAD.

ANDERSON BRANCH AND BLUE BIDGE R. R.

DOWN.

On and after the above date through

cars will be run between Columbia and

A-With South Carolina Railroad from Charleston; with Wilmington, Columbia &

Augusta Railroad from Wilmington and all points North thereof; with Charlotte,

Columbia & Augusta Railroad from

B-With Asheville & Spartunburg

C- With Atlanta & Charlotte Air Line

D-With Atlanta and Charlotte Air

E- With Richmond and Danville Rail-

F- With South Carolina Railroad for

Line Railway from Atlanta and beyond.

Charlotte and points North thereof.

S., U. & C. Depot 12 05 p m

11 00 a m

12 02 p m

12 56 p m 8 81 p m

6 20 pm

10 27 a m

11 55 a m

1 18 p m

8 54 pm

4 51 p m 5 50 p m

12 05 p m

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2 15 p nt

2 47 p ni

8 07 pm

8 28 p m

8 39 p.m

8 57 pm

4 43 pm

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branches daily, except Sundays:

A.-Leave Columbia at 1

Alston at

Hodges at

Belton at

Arrivo at Greenville

Leave Greenville at

Belton at

Hodges st

Alston at

F-Arrive at Columbia

Leave Alston at

Strother

Shelton

Santuo

Union

Fish Dam

Jonesville

Pacolet,

Union

Santuo

Shelton

Strother

ABBEVILLE BRANCH.

Arrive at Alston

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Arrive at Abbeville at

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Hendersonville without change. CONNECTIONS.

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D-Sencoa City

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CHANGE OF SCHEDULE

roud from Charlotte and beyond. Standard time used is Washington, D. C., which is fifteen minutes faster than. Columbia.

J. W. IRY. Superintendent.

A. Pope, General Passenger Agent.

RICHMOND AND DANVILLE RAILROAD. PASSENGER DEPARTMENT.

On and after June 5th, 1881, Passenger Train Service on the Atlanta and Charlotte Air Line Division of this road will be as follows:

III S Mail IN V E

NI S	EASTWARD.	No. 48,	N	No. 47, B.	No 49, C.	Suwance Accommodation No. 21.
Ī	Leave Atlanta at Arrive Suwance Arrive Lula Arrive Toccoa Arrive Seneca Arrive Greenville Arrive Spartanburg Arrive Gastonia Arrive Charlotte	D 5 18 a m E 6 54 a m F 8 14 a m G 9 20 a m H 10 58 a m K 12 14 p m L 2 36 p m M 3 35 p m	5 7 8 10 11 2	40 pm 20 pm	6 30 p m 7 45 p m 9 06 p m 10 16 p m 1 25 p m 1 00 a m 2 11 a m 4 31 a m 5 35 a m	5 00 p m 7 08 p m

WESTWARD.	U. S. Mail, No. 42.	N. Y. Express, U.S Fast Mail, No. 48, No. 50.		Suwance Accommodation, No. 22.
Leave Charlotto Leave Gastonia Leave Spartanburg Leave Greenville Leave Sencea Leave Toccoa Leave Lula Leave Suwance Arrivo Atlanta	M 12 30 p m L 1 27 p m K 3 50 p m H 5 07 p m G 6 51 p m F 8 01 p m E 0 16 p m D 10 38 p m 12 05 a m	12 43 a m 1 27 a m 4 06 a m 5 18 a m 7 02 a m 8 15 a m 9 31 a m 10 54 a m 12 20 p m	12 33 a m 1 17 a m 3 12 a m 4 24 a m 5 47 a m 6 53 a m 8 09 a m 9 22 a m 10 35 a m	5 40 a m: 8 00 a m

CONNECTIONS.

A with arriving trains of Georgia Central and A. & W. P. Railroads. B with arriving trains of Georgia Central, A. & W. P. and W. & A. Railroads.

C with arriving trains of Georgia Railroad. D with Lawrenceville Branch to and from Lawrenceville, Ga.

E with Northeastern Railroad of Georgia to and from Athens, Ga-F with Elberton Air Line to and from Elberton, Ga.

G with Columbia and Greenville to and from Columbia and Charleston, S. C. II with Columbia and Greenville to and from Columbia and Charleston, S. C. K with Spartanburg and Asheville, and Spartanburg, Union and Columbia to and

from Henderson and Asheville and Alston and Columbia. L with Chester and Lenoir Narrow Guago to and from Dallas and Chester. M with C., C. & A., -C. C .-- R. & D. and A. T. & O. for all points West, North, and East.

PULLMAN SLEEPING CAR SERVICE ON TRAINS Nos. 47 and 48, DAILY, WITHOUT CHANGE, BETWEEN ATLANTA AND NEW YORK.
A. POPE, General Passenger Agent.